SHRI R. VELU: I will separately furnish the Member as to what exactly is the amount that is accrued or accounted. As I mentioned, this is not a new thing introduced. It is there from 1973 onwards. In fact, it was constituted in 1973, and now what we have introduced...*(interruptions)*...

श्री प्यारे लाल खंडेलवाल : प्रति वर्ष का बता दीजिए ।

SHRI R. VELU: Whatever he wants, I will furnish the details to him.

श्री सभापति : डा. वरूण मुखर्जी । **...(व्यवधान)...** खैर कोई बात नहीं, अच्छी बात हैं । श्री तारिणी कांत राय ।

SHRI TARINI KANT ROY: Sir, when the Railways put their Railway-Budget, they are not increasing the passenger fares or freight charges. They are increasing the fare by making trains 'superfast'. This has been the practice. In part (iii) of the answer, Sir, Railways generally, make revision of timetables effective from 1st July every year. This year, they said, Railways made timetables from 1st July for six months only. My question is: Do they think of making some more trains 'superfast' after six months for revision or for excess fare? Otherwise, what is *the* cuase of making timetables for six months only?

SHRI R. VELU: It is not that it is for six months. Generally, timetables are prepared and released effectively from 1st July onwards for a year and not for six months. Secondly, there is no question of increasing the fare midway. Whatever the fare is, it will continue.

Qver-bridges in Bihar

*423.SHRI TARIQ ANWAR: Will the Minister of RAILWAYS be pleased to state:

(a) the details of the railway over-bridges which are constructed or repaired in Bihar during the last three years;

(b) whether it is a fact that the condition of some major railway over-bridges is fast deteriorating;

(c) if so, the details thereof; and

(d) what are the firm steps Government are taking in this regard?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) A Statement is laid on the Table of the Sabha.

(a) There are 51 works of Road Over/Under Bridges (ROB/RUB) sanctioned on cost sharing basis during various Works Programmes of the Railways, falling in the State of Bihar. During last 3 years, physical work has been carried on at 12 sites out of which ROB at 3 locations have been completed and Phase-I (2 lanes) at Cheriyatand site, Patna has also been completed. Details of these works are given below:—

SI. N	Name of the work	Status
	Works completed	
1	Road Over Bridge (ROB) in llou of Level Crossing (LC) No. 152 km. 305.5 near Bhagalpur.	Work completed in May 2006.
2	Cheriyatand, Patna - Cable Stayed Bridge with widening of existing ROB Mo. 127-A on main line Phase-I (2 lanes)	Phese-I Work (2 lanes) completed and opened .to traffic on 3rd May 2006. Phase-ll Work (additional 2 lanes) has been taken up.
3	ROB at Didarganj in lieu of LC 70A between Patna-Jhajha Section.	Work completed in 2003-04.
4	ROB at Fatuah in lieu of LC 70A Spl. between Patna-Jhajha Section, Construction work in progress	Work completed in 2003-04.
1	ROB in lieu of LC No. 101 km. 84/14-15 between Narayanpur Anant-Muzaffar Stations.	Work assigned to M/s Indian Railway Construction Company (IRCON) on Memorandum of Understanding (MOU) basis. 32 working piles have been cast.
2	ROB in lieu of LC No. 101-A Km. 85/19-20 between Narayanpur Anant-Muzaffar Stations.	Work assigned to M/s IRCON on MOU basis. 122 working piles and 5 pile caps have been cast.
3	ROB in lieu of LC No. 2 between Gaya—Kastha.	Work assigned to M/s IRCON on MOU basis. 2 test pilas have been completed.
4	ROB in lieu of LC No. 45 between Bihar—Koilwar.	Work assigned to M/s IRCON on MOU basis. 2 test piles have been completed.
5	ROB in lieu of LC No. 33 between Sonnagar—Dehri-on-Sone.	Work assigned to M/s IRCON on MOU basis. 1 test piles have been completed.

1	2	3
6	ROB in lieu of LC No.75C between Guliarbagh and Rajendernagar	Work assigned to M/s IRCON on MOU basis. 201 test piles and 16 pile caps have been completed.
7	ROB in lieu of LC No. 79-A on main line and LC No. 1 near Mithapur on Patna-Gaya Section.	Work assigned to M/s IRCON on MOU basis. 201 Railway portion shall be completed in 2006-07, however, Approaches portion shall be completed by 2007-08
8	ROB at Chukti in lieu of LC No. 28 Spl	Casting of piers & abutment in progress. Tender for fabrication and erection of girder awarded for Railway portion.

(b) No, Sir. The Railway Over Bridges are in sound condition.

(c) Dees not arise.

(d) All the bridges are inspected regularly as per the laid down schedule and repairs identified are carried out wherever warranted.

श्री तारिक अनवर : सभापति महोदय, मंत्री जी ने बहुत विस्तार से सारी जानकारी अपने जवाब में दी हैं । मैं उस के लिए धन्यवाद देता हूं , लेकिन अपने उत्तर में उन्होंने एक बहुत सी महत्वपूर्ण पुल के निर्माण का जिक्र नहीं किया हैं । मैं मंत्री जी की जानकारी में लाना चाहूंगा कि बहुत दिनों से यह मांग चली आ रही हैं कि साहिबगंज ओर मनिहारी घाट का रूट पर गंगा के ऊपर एक पुल के निर्माण की बात थी । महोदय, साहिबगंज और मनिहारी घाट एक ऐसा रूट है जो सैकड़ों वर्षो से भारत को नॉर्थ बंगाल और नॉर्थ ईस्ट से जोड़ने वाला मुख्य रास्ता हैं । लोग इसी रास्ते से आया –जाया करते थे । लेकिन किसी – न किसी राजनीति कारण से हमेशा इस की अवहेलना हुई और अभी तक साहिबगंज से मनिहारी घाट रूट पर पल के निर्माण की दिशा में कोई ठोस कदम नहीं उठाया गया । महोदय जहां तक मुझे जानकारी है, रेलवे विभाग ने इस पुल के निर्माण के लिए सर्वे कराया हैं । मैं मंत्री महोदय से जानना चाहूंगा कि क्या उस सर्वे की रिपोर्ट रेल मंत्रालय में आयी हैं ?

SHRI R. VELU: Sir, as the hon. Member has rightly put it, if it is ROB-need-based and if the State Government is willing to sponsor, the Railway have no objection. On more than one occasion. I placed before this august House that the Railway have no hesitation to entertain any number of proposals for ROBs provided that LC qualifies for One Lakh Train Vehicle Unit. If that LC qualifies and the State Government sponsors the proposal, we will, definitely, take it up and sanction.

Again, I want to mention here that there is no difficulty in allotment of funds.

SHRI YASHWANT SINHA: Sir, the question was about the bridge, not about the over-Bridge.

SHRI R. VELU: It is a question on ROB...*(Interruption)*... If the proposal comes from the State Government, we will examine it.

श्री तारिक अनवर : सभापति महोदय, जहां तक मुझे जानकारी है , बिहार के बंटवारे के बाद अर्थात् झारखंड राज्य बनने के बाद झारखंड को नॉर्थ और नॉर्थ बंगाल से जोड़ने वाला भी यही रास्ता हैं । मुझे यह भी जानकारी है कि झारखंड के जो पहले मुख्य मंत्री थे, उन्होंने रेल मंत्रालय को यह सुझाव दिया था कि इस में वह आर्थिक रूप से योगदान भी करेंगे । महोदय, झारंखड राज्य की ओर से यह सुझाव रेल मंत्रालय में आया हुआ हैं कि मनिहारी ओर साहिबगंज के रूट पर गंगा के ऊपर पुल का निर्माण किया जाए । मैं जानना चाहूंगा कि क्या मंत्री जी इस पूरे मामले की छानबीन करेंगे और इस दिशा में कोई ठोस कदम उठाएंगे ?

SHRI R. VELU: I will examine the particular project and furnish the details to the hon. Member.

श्री अजय मारू : महोदय, यह सच है कि किसी भी प्रदेश में आर . ओ. बी. यानी रेलवे ओवर ब्रिज बनाए जाते हैं तो उस देश में प्रदेश की बराबर की हिस्सेदारी होती हैं । जो भी धन लगाया जाता हे, उस में 50 प्रतिशत राशि प्रदेश देता हैं क्योंकि उस से प्रदेश को भी फायदा होता हैं और रेलवे को भी फायदा होता हैं । महोदय, झारखंड में 13 ऐसे आर . ओ.बी. के लिए राज्य सरकार ने 50 प्रतिशत से बढ़ाकर 66 प्रतिशत हिस्सा रेलवे को दिया है, उसके बाद भी वहां एक भी रेलवे ओवर ब्रिज का काम पूरा नहीं हुआ हैं । यहां तक की एक रेलवे ब्रिज वहां 4 महीने से बनकर तैयार था, लेकिन यहां के किसी मिनिस्टर को फुर्सत नहीं थी कि इस रेलवे ओवर ब्रिज का उद् घाटन करे । अंत में हम लोगों ने एक रिक्शा चालक से उस उद् घाटन कराया । मैं मंत्री महोदय से जानना चाहता हूं कि जब रेलवे ओवर ब्रिज 4-4 महीने से बनकर तैयार रहता हैं तो उस का उद्-घाटन करने के लिए रेलवे मिनिस्टर या किसी का समय नहीं ? अगर समय नहीं है तो चूंकि राज्य सरकार का 66 प्रतिशत हिस्सा इस पर लगा हुआ था, वह इतना कह सकते थे कि वहां के किसी मंत्री को उस का उद्-घाटन कर देना चाहिए ।

श्री सभापति : ठीक हैं, आप ने अच्छा किया ।

SHRI R. VELU: Sir, in Jharkhand, we have got 19 works sanctioned as well as in progress, and one is deposit work. So, there are 20 works in various stages of progress.

The other point is about invitation. I would say, you better invite us; we will come and open it.

SHRI AJAY MAROO: I have written a letter to you and it was replied after four months and, by that time we have already inaugurated in bridge

SHRI R. VELU: Secondly, i wish to inform the hon. Member that you have got another 11 level crossings which are eligible for over-bridges. Kindly tell your State Govemment to send us the proposals. We will sanction them.

SHRI C. RAMACHANDRAIAH: Sir, the hon. Minister says that one of the conditions is that it is to be qualified. It will never be qualified for some more centuries in case of certain tracks. For example, in Andhra Pradesh, certain tracks traverse through some parts of towns having a population of 35,000 to 40,000. it will never qualify and, because it was never qualified, you will never come forward to construct ROB. You have stipulated one more condition that 50 per cent has to be borne by local body concerned, which are financially not sound enough, and even after a century, I don't think, they will become financially sound. So, why don't you relax the norms in the interest of towns, because educational institutions are situated on other side of the track? Otherwise, my appeal to the House is to allow the MPLADS funds to contribute for that 50 per cent share. We are prepared to do it. Especially, in a place like Rajampet, in Andhra Pradesh, there is a demand for the last four decades. It is a dream of the people.

SHRI R. VELU: Sir, with regard to first part, I would say that it is a policy which stipulates that either you can have shared participation or the State Govemment can deposit full amount or the local bodies can deposit full amount or BOT or it can be done if it falls under the national highway. But, now, in this case, it has never qualified. In fact, if the Railways itself want to do it, it has to deviate form the policy. We have written to the State Government whether we can do it with 100 per cent from our side by utilising this allotment from CRF. Of course, this is also provided it qualifies. He wants to know the pre-qualification of that. But, then, it is a matter of policy.

Second thing is, we have not at all made any exceptions to rules and let us see how best this could be examind.

प्रो .राम देव भंडारी : माननीय सभापति जी, मैं बहुत बड़े ओर खर्चीले ओवर ब्रिज की माँग नहीं कर रहा हूँ । झंझारपुर मेरा होम मिनिस्टर स्टेशन हैं । उसके लिए तरफ पक्की सड़क है और दूसरी तरफ मार्केट हैं । पक्की सड़क पर जो उतरने वाले पैसेंजर्स हैं, उनको 3-4 लाइन्स क्रॉस

करके रेलवे स्टेशन पर जाना पड़ता हैं । वहाँ एक कम खर्चे वाला फुट ओवर ब्रिज की आवश्यकता है, जिससे कि लोग सड़क से रेलवे स्टेशन पर पहुँच जाएँ । जब पूर्व रेल मंत्री झंझारपुर गए थे , तो मैंने उनसे निवेदन किया था । उन्होंने आश्वासन भी दिया था मगर हुआ नहीं । यह बहुत कम खर्च की बात हैं और इसके बनने से यात्री बड़े खतरे से बच सकते हैं । महोदय, मैं रेल मंत्री जी से यह आश्वासन चाहता हूँ ।

श्री सभापति : क्या आपको भी रेलवे के लिए क्वैश्चन करना पड़ता हैं ? **...(व्यवधान)...**

SHRI R. VELU: Sir, the hon. Member is talking about the FOB which is exclusively for people to cross the track* to reach market and it is for the State Government to do.

Traffic congestion due to railway over-bridge at Rangapara

*424.SHRI SILVIUS CONDPAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the railway over-bridge being constructed at Rangapara in Sonitpur District, Assam over the railway track of Rangapara North (RPAN) to Markongseleek, is causing heavy traffic congestion due to frequent daily rail shunting and movement.

(b) if so, the details thereof; and

(c) the action taken in this regard

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (c) A Statement is laid on the Table of the Sabha.

Statement

(a) No Road Over Bridge is sanctioned at Rangapara North Station Yard in the direction towards Markongseleek on cost sharing or deposit basis

(b) Level Crossing No. RM 104 at Rangapara, in lieu of which Road Over Bridge is demanded, is having traffic density of 47828 TVUs (Traffic Vehicle Units) only. Hence, neither it qualifies for replacement on cost sharing basis (50:50 between Railways and State Government), nor State Government has sponsored any proposal meeting the total cost on Deposit Terms for this location.